

# CHAPTER 9

## TRANSPORTATION ELEMENT

### INTRODUCTION

The Growth Management Act has very specific requirements for comprehensive plan transportation elements. To meet these Transportation Element requirements, Skagit County has developed the Transportation Systems Plan (TSP) which includes a transportation inventory land use assumptions, travel forecasts, LOS standards, current and future transportation needs, and a transportation financial plan among others pursuant to RCW 36.70A.070(6). In this chapter only the transportation goals, objectives, and policies are presented and together with the TSP represent the complete Transportation Element of the Skagit County Comprehensive Plan. Collectively, they are an integral part of this Plan and set forth the Level of Service (LOS) standards and other policy commitments for Skagit County. Individual goals are established for specific targeted issues relating to transportation planning. Maps #20a, 20b and 23 in the supplemental *Map Portfolio* illustrate road inventories and transit service areas.

More detailed discussion of the transportation topics covered in this chapter are found under separate cover in the following documents:

- *Skagit County Transportation Systems Plan*, December 22, 2003.
- *Skagit County Comprehensive Plan Supplemental Map Portfolio* (includes road inventories and transit service areas).
- *Skagit County Capital Facilities Plan (CFP) 2000-2005, Goals and Policies, Capital Improvements and Implementation Programs*, July 24, 2000. The CFP contains information and policies regarding financing, level of service and implementation of capital improvement projects.
- *Revenue Sources For Capital Facilities 2000-2005*, July 24, 2000. This report identifies and briefly describes revenue sources that are available to Skagit County for capital facilities.

Three aspects of the Transportation Element have a direct bearing on transportation project programming and funding through the Six-Year Transportation Improvement Program (Six-Year TIP). These are: (1) transportation policies; (2) existing and future transportation needs (based on LOS); and (3) the transportation financial plan. The transportation policies are used to give general direction for transportation improvement investments. Along with the County's Priority Array, which prioritizes road projects primarily on physical deficiencies, the LOS based transportation needs are used to select potential projects. The transportation financial plan is used to produce a financially feasible six-year plan. Thus, the Transportation Element provides a framework for use in transportation investment decisions.

Development of this chapter was guided in particular by the following GMA Planning Goal: Encourage efficient multi-modal transportation systems that are based on regional priorities and coordinated with County and city Comprehensive Plans.

This Goal, taken in the context of the totality of the thirteen GMA Planning Goals, led to the following CWPPs that provide specific guidance to the analysis and policies developed in this chapter:

- The development of new transportation routes and improvements to existing routes shall minimize adverse social, economic and environment impacts and costs (CWPP 3.3)
- The Transportation Element of the Comprehensive Plan shall be designed to do the following: facilitate the flow of people, goods and services so as to strengthen the local and regional economy; conform with the Land Use Element of the Comprehensive Plan; be based upon an inventory of the existing Skagit County transportation network and needs; and encourage the conservation of energy (CWPP 3.4)

Level of service (LOS) standards and safety standards shall be established that coordinate and link with the urban growth and urban areas to optimize land use and traffic compatibility over the long term; new development shall mitigate transportation impacts concurrently with the development and occupancy of the project (CWPP 3.8)

## **Goal A**

- *To encourage efficient multi-modal transportation systems that are based on regional priorities and coordinated with County and city comprehensive plans.*
- *To facilitate the safe flow of people, goods and services so as to strengthen the local and regional economy; conform with the Land Use Element of the Comprehensive Plan; be based upon accurate inventories of the County's transportation network and needs; and encourage the conservation of energy.*
- *To maintain and improve the County's transportation system in a way that respects the unique character of the county, and accomplishes this in an environmentally and economically sensitive manner.*

## **ROAD SYSTEM AND IMPROVEMENTS**

### **OBJECTIVE 1**

*To relieve congestion of the County's road system.*

#### **Policies**

- 9A-1.1** The County supports improving the flow of traffic over the Skagit River, including new bridge construction.
- 9A-1.2** Skagit County should consider left-hand turn lanes, over-passes and under-passes along with traffic lights as a means of relieving congestion.

- 9A-1.3** The County supports alternatives to the passenger car as possible means to relieve congestion.
- 9A-1.4** Primary arterial access points should be designed to ensure maximum safety while minimizing traffic flow disruptions.

### **OBJECTIVE 2**

*To encourage County/city cooperation for joint road improvement projects.*

### **OBJECTIVE 3**

*To ensure a safe, convenient, efficient and integrated highway, arterial and local road system for the movement of people and goods, that is well maintained and meets the demands of anticipated growth.*

### **Policies**

- 9A-3.1** Facilities shall be designed and traffic regulated in the unincorporated areas in a way that provides a safe living environment for all residents.
- 9A-3.2** Arterials should serve as the main routes to move traffic through the county; Collectors should serve as the supplemental routes for traffic within the county.

## LEVEL OF SERVICE

### **OBJECTIVE 4**

*To provide a level of service on the County road system that accommodates the needs of motorized travel, respects the unique character of the county, and accomplishes this in an environmentally sensitive manner.<sup>1</sup>*

#### Policies

- 9A-4.1 Skagit County shall work with other jurisdictions within the county to identify and address various differences between LOS methodologies.
- 9A-4.2 The Level of Service standards shall not be the overriding factor when the County is considering road improvements. Other factors such as the Priority Array and the Comprehensive Plan policies shall be given equal consideration with the LOS.
- 9A-4.3 Structures, roads and utility systems shall be designed and constructed in such a way as to minimize the alteration of the landscape, to preserve natural systems, to protect critical areas, to protect important land features such as ridge lines, and to retain historic and cultural structures/landscape, and scenic amenities. Rural road standards shall minimize paving and right-of-way requirements, recognizing the need to maintain LOS and multi-modal use.
- 9A-4.4 Standards and plans for roads and utilities shall be consistent with rural densities and uses. Rural road standards shall minimize paving and right-of-way requirements recognizing the need to maintain LOS and multi-modal use. Utilities that serve urban growth areas but must be located in rural areas shall be designed and scaled to serve designated urban growth areas.
- 9A-4.5 For individual road concurrency, the LOS standard for county road segments shall be LOS C as the general standard for County roads. LOS D shall be acceptable for all road segments that meet the following three criteria:

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<sup>1</sup> Objective 4 and former policies 9A-4.1 through 9A-4.10 were revised by Ordinance No. O20030033, adopted December 22, 2003, which updated the Transportation Systems Plan and adopted related changes to the Comprehensive Plan and Skagit County Code.

- (a) Annualized Average Daily Traffic (AADT) greater than 7,000 vehicles;
- (b) Is NOT federally functionally classified as an 09-Local Access Road; and
- (c) Is designated as a County Freight and Goods Transportation Systems Route (FGTS).

9A-4.6 For individual road concurrency, the LOS standard for county road intersections shall be LOS D as calculated using an LOS method selected and documented by the County Engineer.

## PUBLIC TRANSPORTATION

### **OBJECTIVE 5**

*To promote a safe, coordinated and integrated public transportation system.*

#### Policies

- 9A-5.1** The County supports the coordination of public and private transportation systems.
- 9A-5.2** An integrated regional transportation system should consider its impacts on air pollution and signal timing.

### **OBJECTIVE 6**

*To assist in promoting a coordinated and integrated public transportation system available to all people in the county.*

Policies

- 9A-6.1** Skagit County supports expansion of public transportation service into the unincorporated areas only with public support.
- 9A-6.2** Programs that inform and educate citizens on public transportation shall be supported.
- 9A-6.3** The County shall encourage its employees and private business to use flexible work schedules that can be coordinated with transit schedules.
- 9A-6.4** Accessibility to public transportation in residential areas shall be encouraged.
- 9A-6.5** The Senior Citizen and Handicapped transportation system should be provided with an adequate budget to provide for those who, through age and/or disability, are unable to transport themselves.
- 9A-6.6** The County encourages public transit service in areas of the county when potential demand and public or private support justifies it.
- 9A-6.7** The County encourages the linkage of all cities, towns, and Rural Villages through public or private transit.
- 9A-6.8** The County encourages the eventual linkage of local public or private transit with the transit systems of neighboring counties.
- 9A-6.9** The County shall support public or private transit service links to the Guemes Ferry and the State Ferry in Anacortes.
- 9A-6.10** The County shall work with and encourage the private transit providers in the County to continue to provide services that public transit can not provide.

## PASSENGER RAIL

### OBJECTIVE 7

*To support the development of inter-city passenger rail service and a multi-modal passenger rail terminal.*

Policies

- 9A-7.1** The County supports passenger rail as long as environmental impacts and technical issues can be mitigated and approved by the County.
- 9A-7.2** The County shall assist rail agencies to put into effect a public education program on railroad safety.
- 9A-7.3** The County shall support the appropriate agencies and the public in making safety and other improvements to the rail corridor to allow for increased speeds.
- 9A-7.4** The County shall work with Washington State Department of Transportation, local jurisdictions, other agencies, and the public to determine the location of potential rail crossing closures.
- 9A-7.5** Road improvement decisions shall be consistent with any plans for rail crossings closures and with other aspects of rail service.
- 9A-7.6** The County shall work with state and other agencies to improve the safety related to rail service.
- 9A-7.7** The County shall plan for commuter rail service to Skagit County at such time it is determined to be economically and socially acceptable.
- 9A-7.8** The County shall encourage the provision of adequate parking at the Multi-modal passenger rail terminal.
- 9A-7.9** The County shall support the development of a local passenger rail terminal that functions as a multi-modal transportation center. The modes, which can or should be accommodated, include passenger rail, transit, auto, ridesharing, pedestrian, and bicycle.

## FERRY SERVICE

### **OBJECTIVE 8**

*To encourage adequate and cost effective  
ferry services.*

Policies

- 9A-8.1** The County encourages the provision of adequate street, highway, and road facilities to accommodate traffic to the ferry terminals in Anacortes.
- 9A-8.2** To meet future increases in demand, the County shall increase service capacity of the Guemes Island Ferry by: (a) encouraging car-pooling and walk-on passengers; (b) increasing the frequency of ferry runs based on demand; and (c) considering additional ferry capacity if the aforementioned procedures fail to accommodate demand.
- 9A-8.3** In making all decisions related to the Guemes Island Ferry, the County shall balance the needs of the Island residents, the non-resident property owners, and the County citizenry as a whole.
- 9A-8.4** The County shall work with the city of Anacortes, property owners, and residents on Guemes Island to develop adequate parking areas.
- 9A-8.5** The County shall continue to provide safe and adequate ferry service between Anacortes and Guemes Island, and a fare structure designed to recover as much operating cost as practical from the users.
- 9A-8.6** The County supports the State's continued provision of ferry service to and from Anacortes- San Juan Islands-Vancouver Island, B.C.
- 9A-8.7** The Regional Transportation Planning Organization should establish level of service standards for ferry service.

## NON-MOTORIZED TRANSPORTATION

### OBJECTIVE 9

*To provide a safe, efficient and interconnected system of trails and bikeways, including both on- and off-street facilities that link populated areas of the county with important travel destinations.*

Policies

- 9A-9.1** The County shall work toward linking public transportation to the non-motorized system.
- 9A-9.2** The County shall take advantage of existing public lands and right-of-way in the development of the non-motorized transportation system.
- 9A-9.3** Rail corridors should be preserved through the use of rail banking programs after affected property owners and their property rights are first adequately and legally addressed.
- 9A-9.4** The county should explore with affected property owners, as well as diking and drainage districts, the possibility of using existing dikes for trails if the underlying property owners cooperate and liability issues for all affected property owners are satisfied.
- 9A-9.5** A regional system of on- and off-road routes and trails that serve the needs of non-motorized travel modes shall be identified, mapped and included in capital projects funding for development and maintenance.
- 9A-9.6** The diverse needs of bicycle, pedestrian and equestrian travel modes should be accommodated through appropriate routing and the utilization of single- and shared-use facilities.
- 9A-9.7** All significant traffic generators such as neighborhoods and communities should be interconnected with each other as well as with a wide variety of destinations including schools, employment and commercial centers, medical and social service centers, shopping areas, recreation sites and facilities (public and private), scenic areas, transit stops, ferry terminals, rail stations and other transportation modes (multi-modal and inter-modal), touring destinations, and adjoining counties.
- 9A-9.8** Convenient access to and from non-motorized facilities should be provided.
- 9A-9.9** The development of affordable, cost-effective non-motorized transportation system in terms of right-of-way acquisition, design, development, maintenance and the incorporation of non-motorized facilities into multi-modal facilities shall be promoted.
- 9A-9.10** Recreational use of the non-motorized transportation system shall be considered central to its purpose where appropriate.

- 9A-9.11** System, planning, funding, and development should be coordinated with other local, regional, state, federal and tribal jurisdictions.
- 9A-9.12** The County should address liability issues that may concern property owners on whose property trails are located.

### **OBJECTIVE 10**

*To achieve a high standard in meeting the needs of bicyclists, pedestrians and equestrians through appropriate planning, design, construction and maintenance of user-friendly facilities, including single-user and multi-user trails, roads and road shoulders, bikeways, bike lanes and related improvements.*

#### Policies

- 9A-10.1** The development of high-standard facilities, both new and upgraded, throughout Skagit County, including designated bike lanes, paved shoulders, wide curb lanes, shared traffic lanes, and paved and unpaved separated paths should be promoted.
- 9A-10.2** The needs of recreational travel as well as commuter and utilitarian travel should be accommodated.
- 9A-10.3** The development of land and transportation systems that are friendly to the needs of bicyclists, pedestrians, and equestrians shall be encouraged.
- 9A-10.4** Alternative routes and facility design in the on-going development of the non-motorized system shall be considered.
- 9A-10.5** Hazards and obstacles to non-motorized transportation opportunities shall be minimized.
- 9A-10.6** Regular and ongoing maintenance of all new and existing facilities shall be provided on an equitable basis.

- 9A-10.7** Sites and facilities shall be developed in an economically and environmentally responsible manner that also respects the county's unique character.
- 9A-10.8** Minimum bicycle parking standards for land use, subdivision and development activities including acceptable rack design should be established.
- 9A-10.9** The needs of the physically disadvantaged in the design of facilities shall be accommodated in accordance with state and federal laws.
- 9A-10.10** Access and trailhead facilities should include adequate parking and sanitation.
- 9A-10.11** Development of facilities that are aesthetically pleasing and complementary to the natural surroundings shall be promoted.
- 9A-10.12** Washington State Department of Transportation shall be encouraged to provide for non-motorized transportation on State Route 20.

### **OBJECTIVE 11**

*To recognize public safety, education, and law enforcement as integral to the development of non-motorized transportation opportunities in Skagit County.*

#### **Policies**

- 9A-11.1** The County shall promote the safe use of facilities and conformance with rules of the road.
- 9A-11.2** The County shall encourage educational programs that teach or encourage safety for all non-motorized users.
- 9A-11.3** Awareness among motorists of the rights and responsibilities of both motorists and cyclists and the importance of "sharing the road" should be promoted.
- 9A-11.4** Planning, design and educational programs that help minimize conflicts among users shall be encouraged.

- 9A-11.5** Cultural, historic and natural interpretive sites and facilities, situated on public lands, shall be developed in such a way that non-motorized travelers can enjoy them.
- 9A-11.6** Non-motorized transportation shall be promoted as a viable, healthy, non-polluting alternative to the single occupancy automobile.
- 9A-11.7** Bicycle safety should be integrated with the driver's licensing program.

## FREIGHT MOVEMENT AND ECONOMIC DEVELOPMENT

### **OBJECTIVE 12**

*To encourage the expansion of adequate air, rail and surface freight handling facilities.*

#### Policies

- 9A-12.1** A transportation system should be maintained which is adequate to attract and accommodate economic growth.
- 9A-12.2** The County should invest in road improvements that will create an All-Weather Road System. This system shall be integrated with the Freight and Goods Transportation System (FGTS).
- 9A-12.3** The County shall provide roads structurally adequate to handle anticipated commercial traffic demand, particularly on the FGTS.
- 9A-12.4** The County shall facilitate the enhancement and expansion of freight rail service to and from economic activity centers.
- 9A-12.5** In conjunction with the State, the County shall designate portions of the road system as truck routes through the FGTS.
- 9A-12.6** The County supports programs designed to improve road and transit linkages to airport facilities.

- 9A-12.7** The County encourages efforts to improve countywide air transportation facilities.

## INTER-MODAL TRANSPORTATION

### **OBJECTIVE 13**

*To integrate air, water, and land-based transportation facilities.*

#### Policies

- 9A-13.1** The County shall support a county transportation network, which integrates all modes of transportation into an efficient system.
- 9A-13.2** The County shall identify improvements that will encourage shared rides, park and rides and transit usage.
- 9A-13.3** The County should coordinate efforts to develop infrastructure to improve efficiency of existing land use patterns such as industrial parks and major commercial areas.
- 9A-13.4** The County should make road network connections to airports as direct as possible from arterials designed to accommodate use of the airports.
- 9A-13.5** In conjunction with local airports and air carriers, the County shall regulate commercial helicopter tour operations to ensure the safety of the public.

## NATURAL RESOURCE TRANSPORTATION

### **OBJECTIVE 14**

*To develop and maintain an efficient transportation system that can provide for the flow of goods, equipment, and people for the county's natural resource industries.*

#### Policies

- 9A-14.1** The County shall take into consideration the needs of natural resource based transportation when planning for and building road improvement projects.

## TOURISM, RECREATION SPECIAL EVENTS, AND SCENIC HIGHWAYS

### **OBJECTIVE 15**

*To assist tourism, recreation, and special events by maintaining an efficient, adequate and safe road system.*

#### Policies

- 9A-15.1** The County shall coordinate special events traffic management with the responsible program organizations.
- 9A-15.2** Coordination of transportation planning and investments in Skagit County shall include coordination with Parks Departments and other jurisdictions that oversee recreational areas.

- 9A-15.3** The County recognizes the need to minimize the disruption of normal economic operations during special events.
- 9A-15.4** The County shall support and encourage the Skagit Valley Tulip Festival's efforts to provide a Tulip Transit service during the annual tulip bloom.
- 9A-15.5** The County shall encourage bicycle tour events to use roads that are deemed compatible with such use in the Non-Motorized Transportation Plan.
- 9A-15.6** The County shall encourage tourism and recreation by appropriate design of the road system.

### **OBJECTIVE16**

*To support the preservation and enhancement of scenic views and historic, archeological and cultural resources along the roads and highways.*

#### **Policies**

- 9A-16.1** The County shall establish and integrate a County Scenic roads program with the Scenic Highways and Scenic Byways programs of the state and federal governments to facilitate the overall preservation of scenic resources along the County's roads and highways.
- 9A-16.2** The County shall work with the State in implementing Highway Heritage programs in Skagit County, which integrate scenic resource preservation with the enhancement of access to historic, archeological and cultural resources along the County's highways.
- 9A-16.3** The County should encourage the state to consider high season traffic demand rather than only an annual average on SR 20 in Skagit County whenever the state does future adequacy assessment of SR 20 or studies the need for improvements.
- 9A-16.4** Particularly in the older section between Concrete and milepost #109 east of Marblemount, the County should encourage WSDOT to consider the following:

- (a) uphill passing lanes (slow vehicle lanes)
- (b) slow vehicle turnouts
- (c) modest shoulder improvements

## TRAFFIC SAFETY

### **OBJECTIVE 17**

*To provide a safe travel environment for all modes of transportation while protecting the safety of the residents of the county.*

#### Policies

- 9A-17.1** The County should maintain accurate records and reports in order to identify high incident locations and causes.
- 9A-17.2** The County should mitigate "obstructions" by consistently applying its "clear zone" policy.
- 9A-17.3** The County shall enforce all traffic laws.
- 9A-17.4** The County shall include improvements of safety as a priority in all capital projects and maintenance decisions relating to the County road system.

## ROAD MAINTENANCE

### **OBJECTIVE 18**

*To continue to provide a high level of maintenance to the County transportation system.*

#### Policies

- 9A-18.1** The County shall continue to provide a high level of maintenance on the County's road system.
- 9A-18.2** Pavements shall be protected through the use of load limits and restrictions.

### **OBJECTIVE 19**

*To provide for the continued maintenance, improvement, and replacement of bridges as an integral part of the system for the movement of goods and people.*

#### Policies

- 9A-19.1** Bridge inspection and maintenance shall be continued as defined in the State Regulations.
- 9A-19.2** The County will identify bridges that are restricting the movement of goods and non-motorized transportation due to insufficient width or weight limits and provide for corrective measures.

## MONITORING

### **OBJECTIVE 20**

*To develop a systematic approach for monitoring and maintaining the transportation system in a cost-effective manner.*

#### Policies

- 9A-20.1** The County shall monitor (count and assess) traffic volumes on all arterial and major collector facilities to assist in planning and capital facility programs.
- 9A-20.2** The County shall monitor traffic volumes on other selected roads.
- 9A-20.3** The County's Public Works department shall coordinate monitoring efforts with the County's Planning Department and other local and state agencies.

## DEMAND AND SYSTEM MANAGEMENT

### **OBJECTIVE 21**

*To incorporate transportation system management and transportation demand management techniques into the County's transportation program that are consistent with the intent of the Transportation Element and the Comprehensive Plan.*

#### Policies

- 9A-21.1** The County shall improve Transportation System Management (TSM) methods, for low capital improvement to increase capacity and safety. (See definition section for TSM for examples of low capital improvements.)
- 9A-21.2** The County shall attempt to mitigate road needs by first employing Transportation Demand Management (TDM) and Transportation System Management (TSM) measures before major capital expenditures are made to the system.

## LAND USE AND DEVELOPMENT

### **OBJECTIVE 22**

*To have all planning decisions integrate transportation with land use.*

#### Policies

- 9A-22.1** Land use actions and decisions made by the County shall take into consideration the short and long term public costs and benefits of providing transportation facilities to accommodate development impacts.
- 9A-22.2** Transportation impacts shall be mitigated, wherever possible, by directing new development into areas where long term capacity exists on the arterial and collector system.
- 9A-22.3** The County, in conjunction with the cities, shall plan for providing the transportation facilities needed in the long term to accommodate the development allowable in the comprehensive plan.
- 9A-22.4** The County shall establish regulations that ensure the compatibility between land use activities and transportation facilities and services.
- 9A-22.5** Appropriate management regulations shall be enacted and enforced in order to reduce conflicts between accessing local residences and moving goods, services, and people safely and efficiently between destinations.

- 9A-22.6** When arterials and collectors traverse residential areas, appropriate traffic controls shall be employed in order to balance the needs of both the local residents and the traveling public.
- 9A-22.7** The County shall adopt development regulations and road standards that improve the safety of pedestrian and bicycle traffic.
- 9A-22.8** The County shall incorporate standards within the land development regulations to ensure that new development and redevelopment provide adequate motorized and non-motorized transportation facilities within and adjacent to the development.
- 9A-22.9** Airport operation should be considered in reviewing development proposals to avoid future conflict and foreclosing opportunities for future airport expansion.
- 9A-22.10** The County shall adopt criteria for the review of proposed developments to ensure concurrency of adequate and properly functioning transportation facilities.
- 9A-22.11** Following the adoption of the Comprehensive Plan, the County Road Engineer shall review the Functional Classification, the Priority Array, and the road standards for consistency and compliance with the Comprehensive Plan. Recommended changes shall be forwarded to the Planning Department and the Planning Commission for comments prior to their submittal to the Board of County Commissioners for action. The initial review shall take place within the first year after adoption of the Comprehensive Plan. Any future plans to amend the above shall include Planning Commission review.
- 9A-22.12** The County shall develop an access permitting process, which manages access to state highways in a way that meets state laws as well as the access management plan of Washington State Department of Transportation.

## IMPACT FEES

### **OBJECTIVE 23**

*To ensure that impact fees are applied in a fair and equitable manner and that transportation impacts from development are mitigated concurrently with the development and occupancy of the project.*

#### Policies

- 9A-23.1** When a development project has a particular impact on the safety, structure or capacity of the County's road system, developer contributions may be required for mitigation related to the specific project area in addition to the standard contribution or impact fees in order for the project to be approved.
- 9A-23.2** The County, in cooperation with each city, shall enter into cost sharing arrangements where each shares impact fees collected by the other for impacts to their roads.
- 9A-23.3** The County, in cooperation with each city, shall enter into agreements on impact fee schedules and a distribution ratio for development inside urban growth areas.
- 9A-23.4** The County shall consider the use of impact fees as a means to ensure that adequate facilities (including but not limited to transit, pedestrian, bikeways, or roadways) are available to accommodate the direct impacts of new growth and development.
- 9A-23.5** If an impact fee ordinance is not in place, the County may require large developments to make traffic impact contributions if the development significantly adds to a road's need for capacity improvement, to a roadway safety problem, or to the deterioration of a physically inadequate roadway. Such traffic impact contributions are in addition to transportation facility improvements required in the immediate area for access to and from the development.

## IMPLEMENTATION AND INTER-GOVERNMENTAL COORDINATION

### **OBJECTIVE 24**

*To optimize the use of existing and future transportation facilities and enhance the mobility of people and goods while respecting the county's character and natural environment.*

#### Policies

- 9A-24.1** The County shall develop a road right-of-way plan map showing network continuity and possible future expansion and intersections.
- 9A-24.2** The County shall require dedication of road right-of-way by the proponent along existing right-of-way for transportation needs as a condition for development approval where appropriate.
- 9A-24.3** The County shall consider methods for preserving existing and future right-of-way for future transportation needs, such as right-of-way acquisition and limiting encroachment of structure or ancillary uses onto the right-of-way.
- 9A-24.4** Transportation facility expenditures shall be prioritized to make sure investments are protected and provision is made for growth. While maintaining the county road system is a primary goal, safety, capacity, and the comprehensive plan requirements shall be part of the prioritization process.
- 9A-24.5** The County should not enact new traffic regulations unless they can be adequately enforced.
- 9A-24.6** The County shall provide efficient management of all transportation resources through cooperation in planning and project development with federal, state, regional and local jurisdictions.
- 9A-24.7** The County shall coordinate local, county and regional efforts with State activities towards the compliance with the "Americans with Disabilities Act 1990".

- 9A-24.8** The County shall encourage the state to take public comment on and consider the consequences of transportation improvements or service changes that affect the County or the local community.

### **OBJECTIVE 25**

*To jointly prioritize and finance transportation improvements with other jurisdictions and agencies for the greatest public benefit.*

#### Policies

- 9A-25.1** The County and the cities shall plan jointly, in conjunction with other transportation providers (WSDOT, transit agencies, and Ferry System), adequate transportation systems so that development can proceed with order according to the land use elements of local comprehensive plans.
- 9A-25.2** The County shall cooperate with the Regional Transportation Planning Organization (RTPO) to produce coordinated forecasts of road and highway needs and transit demand based on the regional traffic demand models and the land use elements of County and city comprehensive plans.
- 9A-25.3** Where appropriate, the County will cooperate with the RTPO to establish compatible cost estimate processes to determine estimated costs of proposed transportation system improvements.
- 9A-25.4** The County shall work with the cities to develop common standards including guidelines on scope, content, and methodology for traffic impact studies that proponents of new development must provide if required.
- 9A-25.5** The County shall consider impacts to all jurisdictions (County, city/town, and State) in determining traffic impacts of development projects and should condition such projects as necessary to mitigate the impacts.
- 9A-25.6** In order to ensure that local efforts to meet GMA concurrency requirements are not undermined by inadequate state highways, the County shall support efforts at the state level to adequately fund legitimate highway improvement needs.

- 9A-25.7** The County strongly encourages WSDOT to continue to develop closer coordination with the local jurisdictions and with the RTPO in transportation planning and in the transportation project decision-making process. In support of this, the County encourages the State to continue enhancing its public involvement programs for state transportation decisions.

## CAPITAL IMPROVEMENT PROGRAMS

### **OBJECTIVE 26**

*To coordinate transportation with land use planning, develop a concurrency management system and establish a systematic process for reviewing and updating the Transportation Improvement Plan.*

#### **Policies**

- 9A-26.1** The Six-Year Transportation Improvement Program (TIP) shall be included in the County's Capital Facilities Plan by reference. To assist the County Road Engineer on whether roadway improvement projects should be incorporated into the County's Six-Year TIP, proposed projects shall be evaluated on an annual basis by the Planning Commission for consistency with the goals and policies of this Comprehensive Plan.
- 9A-26.2** In addition to the other goals and policies of this Comprehensive Plan, proposed projects should be evaluated collectively according to the following non-prioritized criteria: engineering feasibility, costs and benefits to the public, safety, impacts to the built and natural environment, community support, opportunity for staged implementation, system benefits and maintainability.
- 9A-26.3** Citizens shall have the opportunity to participate in and comment on proposed capital facilities financing.

### **OBJECTIVE 27**

*To coordinate planning and capital improvement efforts between the County and each city inside urban growth areas (UGA).*

### Policies

- 9A-27.1** The County shall coordinate planning efforts annually with each city to assure that programs inside the urban growth area are scheduled and funds are available. This coordination effort shall be made part of an inter-local agreement signed by each city and the County.
- 9A-27.2** Each city will be responsible for identifying any standards and specifications above County standards to be used in the design and construction of projects inside urban growth areas.
- 9A-27.3** The County will consult with the cities on Level of Service (LOS) standards to be used within the urban growth areas.
- 9A-27.4** For County sponsored road improvement projects, the County will be responsible for funding improvements to meet County standards. All other costs associated with the project necessary to meet city standards shall be the responsibility of the city.
- 9A-27.5** Upon annexation, a payback schedule should be agreed upon whereby the city should pay the County for the road improvements made by the County.
- 9A-27.6** The County shall work with the State Department of Transportation, the Regional Transportation Planning Organization and through other avenues to ensure that appropriate investments are made in the State transportation facilities to ensure the adequacy of the overall transportation system the County.

